



MOTORS and MOTORING



Around the Town With The Motorist.

BY THEODORE P. NOYES.

The public hacking situation in the block occupied by the Willard and Washington hotels, at the theaters at night and in the afternoon and at various public functions is becoming intolerable.

Despite the great improvement noted in these conditions when Commissioner Oyster took "the bull by the horns" and did away with the stand in the middle of Pennsylvania avenue, where the hackers were not only a nuisance but were a menace to smooth running of traffic, matters are now becoming worse and the need of drastic action again is becoming apparent.

The "round and round the block" parade taken by a large number of these cars in the vicinity of the Washington and Willard hotels is rapidly becoming a total blockade of all legitimate traffic.

The term "legitimate" is used advisedly, inasmuch as the law relating to "loitering" is violated a hundred times a day by these hackers who use this block as a hunting ground for prospective fares.

Inconveniences Suffered. Drivers who have occasion to travel this block on any one of its four streets have found that it is practically impossible to make any headway, due to the slow driving, continual stopping and starting, and general zig-zag course pursued by the large number of public cars.

In front of the 15th street entrance of the Washington is a street car platform. There is barely room for two automobiles to pass side by side between the platform and the curb. The harassed private motorist finds himself behind one of the numerous hackers' cars when this point is reached. The hacker swerves in close to the curb, supposedly to stop and pick up a fare. The private owner attempts to get by. Not a chance, for at this moment the hacker finds that no one on the curb is paying the slightest attention to him and turns out into the street again, thus jamming the other car almost into the platform.

The hacker, with a sour look, calls out, "In a hurry, ain't you, Jack?" and proceeds around the corner, to go through exactly the same procedure at all the other entrances to the two hotels.

Perpetual Motion. This goes on day in and day out, week in and week out. Around and around the block, apparently totally oblivious and totally inconsiderate of all other traffic, these hackers pursue their majestic way.

Washington has become too big a city and the block bounded by F

street, 14th street, Pennsylvania avenue and 15th street too important a part of the business life of the community to allow such a situation to exist.

At the present time all business houses might as well move out of this block. If the parking space is not usurped by the public cars the street is, and it is not only an unpleasant condition, but a dangerous one.

What's the answer? The answer is: Enforce the loitering law for public hackers. During the late Maj. Fullman's regime the writer approached him on this subject, and by a tour of inspection, convinced him that action was necessary to free this block from the daily and nightly parade and violations of the law.

Penalty for Loitering. The result was immediate. A forty-dollar collateral was plastered on each hacker who was brought in for loitering, which is the official term for driving around and around at slow speeds.

Morris Collins, then hack inspector and recently promoted, who is one of the hardest-worked officers in the police department, has been combating this situation for many years. The writer respectfully calls the present condition to Mr. Collins' notice. Not only do the hackers practically "control" the block with the Washington and Willard hotels, but private owners attending theaters, either with or without chauffeurs, are immeasurably handicapped by being unable to get up close enough to the entrances to take on their friends and passengers. Why? Well, because there is usually one of these hackers in front of the line, holding every one up, and stopping as long as possible in hopes of getting a fare. He may be told to move on by the policeman on duty, but he is so slow in complying that it makes a bigger traffic jam than ever.

Parading Is Unnecessary. No one wishes to do the public taxi driver out of his business. There should be stands enough for them in all parts of the city. But they should be compelled to stay on these stands and not stage parades in the congested part of the city, where every extra automobile makes the traffic problem worse.

If parking is to be restricted in this congested section, then sharp and drastic action should be taken to eliminate blocking of traffic by public hackers.

If a private motorist is run into by one of these men he has practically no redress. He cannot collect damages. He is powerless from every angle.

There is no question of having to sit back and grin and bear it, driving around and around a block, and stopping traffic in front of theaters, is a violation of the law relating to

loitering and action should be taken immediately to eliminate this nuisance which is daily and nightly besetting the automobile owners and drivers of the city.

In connection with Maryland's campaign against reckless drivers, intoxicated drivers, dirty tags and tags obscured by bumpers and the like, a request for co-operation on the part of District motorists comes from Sgt. Albert D. Sharp of the Maryland state police, who is stationed at Laurel.

Sgt. Sharp points out that many of the automobiles passing between Baltimore and Washington are District cars, and that a large percentage of them have their tags covered over by a bumper on the rear of the car. On account of the campaign which is

being waged in Maryland, the state police are compelled to stop these motorists and warn them of the infraction of the law.

He urges that all Washingtonians co-operate with Maryland and have their tags placed so that they can be plainly seen from the legal distance of seventy-five feet. It will not only save local drivers the annoyance of being stopped by the state police, but will make the work of the guardians of the law much easier in the apprehension of stolen cars.

Inasmuch as the obscured marker regulation in the District is practically similar to that of the neighboring state, it will be well for all motorists to take advantage of this suggestion and co-operate, not only with the Maryland authorities, but the District as well.

ure of the rear springs upon striking a rough spot in the road causes the rear axle to turn a little in the direction of wheel rotation and thus shift the position of the brake linkage. If the brake pedal is depressed while the springs are flexing at maximum the brake linkage will keep changing its position enough to increase and decrease the application of the brakes automatically, thus creating a disturbance in the brakes. This "chattering" can only be stopped either by releasing the brake pedal until a smoother place appears in the road or by locking the wheels. Sometimes if conditions are bad enough the brakes will seize of their own accord.

Speed Evidence—A Pointer. When arrested for speeding in a strange locality be cautious about testifying as to the rate you were driving until you ascertain the speed limit at the place you were stopped. Many motorists unwittingly convict themselves by failing to do this.

Some officers have acquired the "trick" of purposely overstating the rate of speed in the affidavit with the object of getting a damaging admission from the accused. For example, it will be recited in the affidavit that the defendant was going twenty miles an hour. Then, on the witness stand, the accused, not being advised, may admit he was going eleven or twelve miles an hour. He will next be greatly surprised when the judge declares him guilty and assesses a fine.

Afterward, when he is informed (Continued on Sixth Page.)

The Sunday Motorist

An Abridged Magazine for Car Owners.

EDITED BY WILLIAM ULLMAN.

The wise motorist is not always the chap who knows it all.

Let's Horn In More.

Don't remember who it was that first advised everyman to blow his own horn, but whoever it was certainly must have been thinking of the modern automobile pilot. Have you noticed how few drivers use their horns sufficiently? Or are you one of the many who can't appreciate the importance of tooting?

The modern motor-driven horns are such corking good sounding affairs it's funny that the average car owner doesn't enjoy tooting them. A violent blast of noise sounds like money even when it comes from under the hood of a cheap car. Something's wrong with human conceit.

Perhaps something's wrong with the horn buttons. Are they where they ought to be? On one make of car you flap a knee to see a flapper flap, but in most cases you bang the palm of the hand against a button located in the center of the steering wheel. Sometimes when your hand would like to confer with the button it is busy with the gear shift lever. The other hand holds the wheel, one foot is working the clutch while the other divides its attention between the accelerator and the brake pedal. Where could a button be more conveniently located, and what would operate it?

One motorist, who noticed that a large number of road collisions and traffic accidents were due to failure to horn began to observe his own method of tooting. He was surprised to discover that in about 50 per cent of the times his hand sped to the horn button the contact was so brief that the horn either did not blow at all or so feebly that it couldn't be heard by the party it was intended to warn.

He is now solidly sold on the idea of locating the horn button where it will not only be convenient but where the slightest touch of a finger will

produce sufficient contact to blow the horn boisterously. The horn button of the future may appear at the top of the gear shift lever. Here it would be excellently located for traffic work—for horning while shifting. The time may come, too, when there will be several horn buttons; one on each side of the steering wheel so that either hand can operate the horn, and one attached to the emergency brake in such a way that the horn would be operated when the brake is applied suddenly, though not when it is used merely to hold the car stationary on a hill.

In the meantime let us toot the best we can with the horn buttons now available.

Do You Know the Answers?

Q. What causes apparent carburetor leakage from modern cars during night storage?

A. Condensation of low-grade fuel in the intake manifold as the motor cools off. The kerosene content collects, runs back into the carburetor and drips out on the floor of the garage.

Q. What is meant by "period of vibration" or "critical speed"? A. All engines vibrate in running, but at a certain speed, which varies with different motors, vibration reaches a sudden maximum. Above this critical speed vibration becomes normal again. Electric motors are usually tested for critical speed and are then regulated to drive above or below it. If the horn of a car is bolted to the engine the critical speed will be found when it begins to rattle the horn. Never drive a motor at its critical speed for any length of time, as the excessive vibration will soon work havoc with it.

Q. What causes the brakes of some cars to seize violently when they are gently applied by the driver when going over rough roads? A. This is a tendency of the Hotchkiss type of drive, in which the rear axle drive is transmitted to the body of the car through springs which must of necessity be flexible. Flex-

OXFORD TIRES

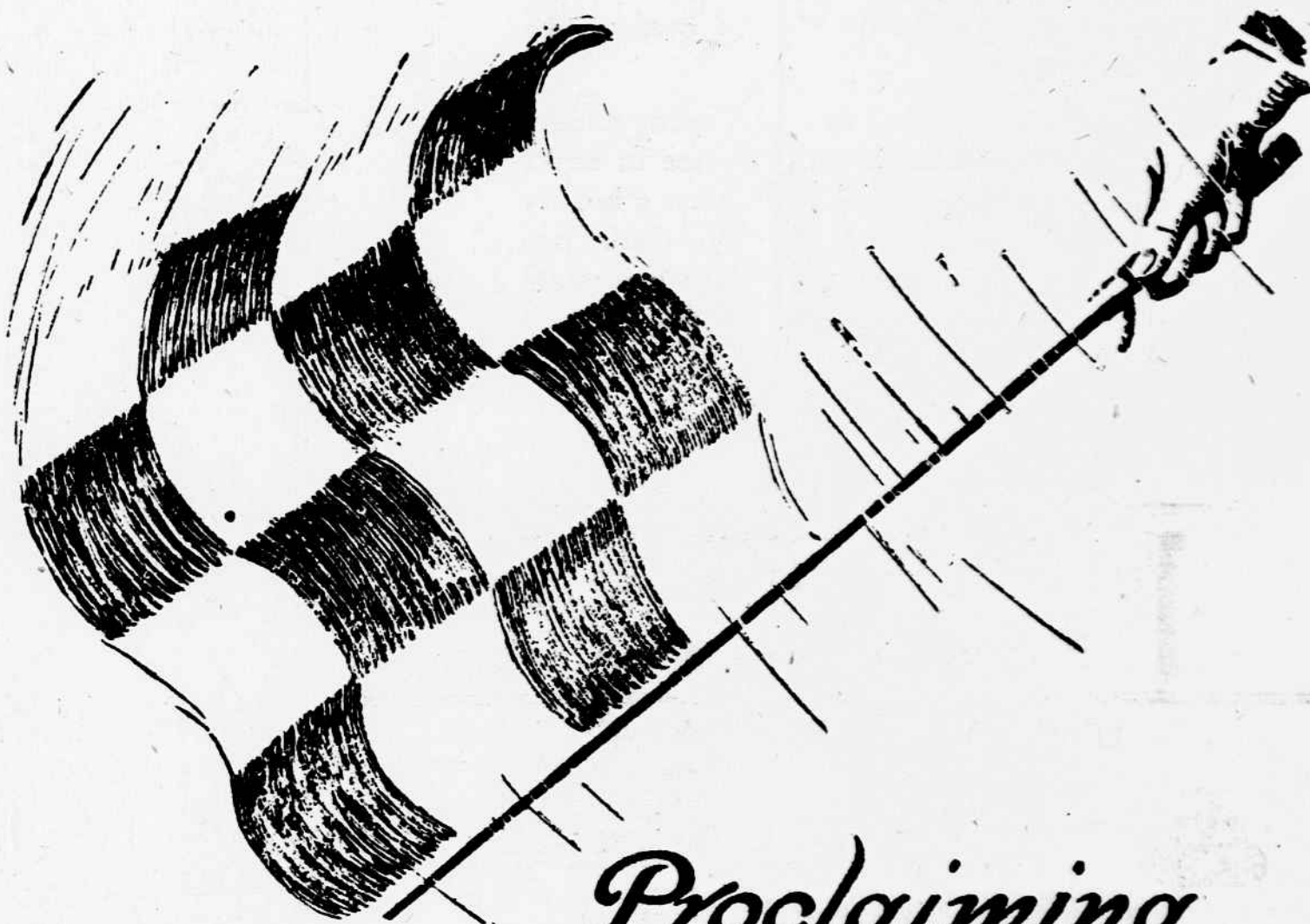
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Proclaiming Delco Supremacy

When the famed checkered flag signaled victory on the Indianapolis speedway Memorial day, it again proclaimed Delco ignition winner of this international five-hundred-mile classic.

The winning Murphy Special, driven, by Jimmie Murphy, was Delco-equipped.

But an even more remarkable tribute to Delco's uniform dependability was the fact that the first, second, fourth, fifth, sixth, seventh, eighth, ninth and tenth car to thunder across the winning line were likewise Delco-equipped.

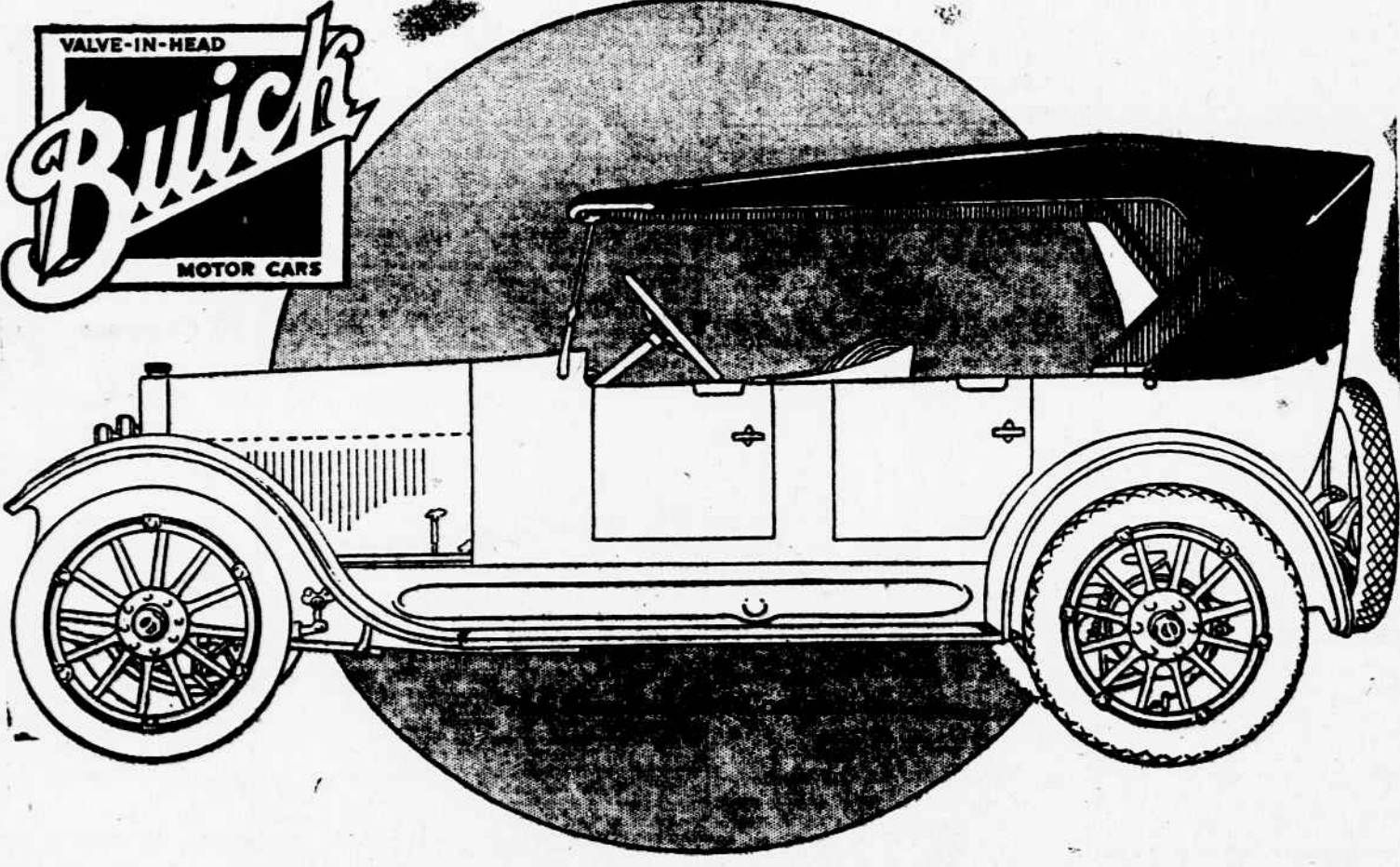
This dramatic performance was a repetition of Delco supremacy at Indianapolis last year, when the first ten cars across the line had Delco ignition.

In nineteen twenty, seven of the

first ten cars to finish, including the winner, were also Delco-equipped.

In establishing records on the Indianapolis and other famous race tracks—besides national and world records of speed and endurance on water and in the air, as well as on land—Delco simply gives evidence, under the most grueling tests imaginable, of that fine dependability and remarkable performance that more than a million and a half owners of Delco-equipped cars have come to take as a matter of course.

This additional victory at Indianapolis is also a high compliment to all manufacturers of quality cars who use Delco as standard equipment for ignition, as an evidence that they elect to make price secondary to quality.



The Full-Vision Buick Top Combines Beauty and Utility

An added proof of Buick superiority is the patented top. Its advanced design eliminates unsightly top bows and gives clear vision from windshield to back curtain. Both the top and the all-weather curtains are individually tailored to the car, insuring perfect fit and smart appearance.

The Buick top is but another example of Buick's policy of painstaking care in the building of every part of the car.

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